

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. In 1946 the Czechoslovak Airlines (Ceskoslovenske Aerolinie-CSA) was reestablished; both air and ground crews were obtained from any experienced personnel available.
1. In 1950 CSA dismissed all company aircrew and most of the ground crew personnel with experience in Western countries or Armed Forces; aircrew replacements were obtained from the Czech Air Force; ground crew replacements were obtained partly from the newly-trained technicians who had joined the CSA as apprentices at the age of 16. Military personnel transferred to CSA as first pilots and were required to have first passed a course at a military transport school. Second pilots were required, before promotion to first pilots, to pass the same course. This course was specifically designed to prepare pilots for airline work. Radio operators, navigators, and flight engineers also went to a military transport school before transfer to CSA.
2. Crews for CSA DC-3 and IL-12 foreign flights were composed of a pilot, co-pilot, flight engineer, radio navigator and stewardess.
3. Transfer of any aircrew personnel from the Czech Air Force to the CSA was for an indefinite period. Such personnel were not subject to military discipline while with CSA, nor was any formal work contract signed, except the agreement on salary. Uniforms were provided free, but usually required alterations; one uniform was provided the first year and one every two years thereafter. Two shirts were issued per year, but shoes were not provided.

USAF review completed.

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4. CSA first pilots received 6,500 crowns monthly, plus 80 haller for every kilometer flown. Second pilots received 5,500 crowns monthly, plus 60 haller for every kilometer flown. Radio operators received 6,500 crowns monthly, plus 70 haller for every kilometer flown. Flight engineers received 5,500 crowns monthly, plus 45 haller for every kilometer flown. Stewardesses received 4,000 crowns monthly, plus 25 haller for every kilometer flown. There was also a family allowance given CSA personnel, [redacted] All pay was subject to an income tax, as was true for civilians. 25X1
5. CSA was a para-military organization which would be absorbed by the Czech Air Force in the event of war, however, no time was spent by any employee in formal military training with the Air Force; nor was assistance given by CSA to the Armed Forces (e.g. dropping of parachutists).
6. All CSA members were required to be members of the Communist Party and were watched most of the time. Passports were carried by all crew members on all international flights; on their return, all passports were turned in. Visas were required for flights to Poland, Germany, and Rumania, and were valid for six months. (About half of the seats in the planes on such flights were reserved for members of national enterprises.)
7. All CSA activities were under direct Soviet control through the Czechoslovak Ministry of Defense. (Fnu) PETROV, representative of Aeroflot, worked continually with CSA. CSA was completely Czechoslovak owned and not a joint stock company shared with Russia or any other Satellite country. [redacted] 25X1
8. CSA loaned one IL-12 (OK, DBB) to Poland for LOT in Summer 1952; it was returned in very bad condition in January or February 1953. [redacted] the reason for this loan was shortage of aircraft in LOT. 25X1
9. CSA used about 25 DC-3's, 11 x IL-12's, and 12 x LI-2's. LI-2's were first received in Fall, 1952; more came later as substitutes for DC-3's. These aircraft were stationed at Prague-Ruzyně Airfield. CSA flew to Berlin, [redacted] Warsaw, Stettin, Budapest, Bucharest, Sofia. [redacted] All flights were flown with DC-3's and IL-12's, except those to Berlin [redacted] in which LI-2's served. 25X1 25X1
10. CSA aircraft received only superficial inspections; no adequate supervision was provided. Mechanics were paid by piecework for their inspections. Old motors on hand and small new parts were used for repairs. For example: parts of IL-12's were used to maintain about three others for flying service; Soviet parts for the IL-12's were unavailable. Eight of the IL-12's were unserviceable. [redacted] mechanics [redacted] had no spare parts to service the DS-3's. New tires were hard to obtain because of a rubber shortage [redacted] 25X1
- [redacted] Sabena aircraft brought in [redacted] aircraft tires for DC-3's; [redacted] one such occasion at the Prague-Ruzyně Airfield. 25X1 25X1
11. Prague-Ruzyně airfield, as well as Bratislava /4809N-1707E/, Brno, and Kosice /4824N-2115E/, used motor-driven pumps which filled tanks with approximately 700 liters in 10 minutes. Hand-operated pumps, used at the smaller airfields, required from one fourth to one half hour in order to fuel tanks. Ninety-five to a 100 grade octane fuel was used. [redacted] The captain's pre-flight check was very similar to those checks done by [redacted] system of vital actions during take-off and landing varied according to the type of aircraft, there was no set routine for all types of aircraft. 25X1

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12. Pre-flight planning was done in much the same way as that at any international airport, except, perhaps, with a little less care.

13. [redacted] CSA was very poorly organized: [redacted] only one accident; it took place in the winter of 1951. An IL-12 OK CBF ran into a building, because of a failure of brakes, while taxiing to the terminal building after landing; some passengers were slightly injured, the frame was badly damaged, but the motor only slightly. The aircraft has not been used since then, except as a source of spare parts. Because the de-icing equipment of the LI-2's was inadequate, the load of the LI-2's was limited to 600-700 kg. less than that of the DC-3's.

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14. [redacted]

15. [redacted] Captain (fnu) KRUNT had to report to the Soviets in Berlin all details of procedure at [redacted] airports (e.g., landing procedures) and to hand in any maps acquired in conjunction with these procedures.

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